

MATL SUPPLEMENT. The Hongkong Telegraph.

THURSDAY, DECEMBER 18, 1890.

SIX DOLLARS
PER QUARTER

N^o. 2721.

BIRTH.
At 8, Peddars Hill, on the 12th inst., the wife of E. J. O'DAY, of a son.

DEATH.
On the 10th December, at sea, on board the steamship *Namoa*, Captain T. G. POCOCK, aged 45 years.

The Hongkong Telegraph.

HONGKONG, THURSDAY, DECEMBER 18, 1890.

THE GOVERNMENT SERVICE AS IT IS—AND HOW IT SHOULD BE.

THE disadvantages to the Public Service of the system of "acting" appointments so prevalent throughout the various departments of the local Government have never been denied, they are too palpable to be disputed; but while the defects of the system have been freely admitted by successive Governors and Administrators nothing has ever been seriously attempted to place matters on a more satisfactory footing. A state of things exists that is not altogether a credit to the administrative powers of the several departments. Reformers who have at various times made a feeble pretence of bringing within reasonable limits a practice that is clearly detrimental to the efficient management of public business and has frequently become scandalous in the hands of interested wire-pullers by the introduction of nepotism and other forms of gross favoritism. The need for some arrangement to provide for this difficulty—and that it is a difficulty not easy of solution must be freely admitted—has been daily becoming more apparent, until, as we have seen lately, a somewhat vague and indefinite resolution on the subject was actually brought forward in the Legislative Council by Mr. WHITEHEAD, the unofficial member for the Chamber of Commerce. As this resolution, which scarcely touched the real public grievance, was practically shelved by the Acting Governor promising to forward its terms to the Secretary of State, in whose department it will be most carefully pigeon-holed, any reform likely to be accomplished must be vigorously taken in hand in this colony. After some practical scheme has been devised and worked out, it will then be time enough to solicit the approval of Lord Knutsford, but to submit to his lordship's decision what are simply a few crude suggestions is merely playing with a question of considerable importance, wasting time, and keeping back a necessary reform that brooks no delay.

To find out the absurd extent this "acting" appointment epidemic has reached, we have only to refer to the proceedings of the Legislative Council when the increased Military contribution was voted in spite of the opposition of all the unofficial members by the mechanical force of the Government phalanx, paid servants of the Hongkong rate-payers who were compelled to vote against the wishes, and interests of their employers. In itself a curious anomaly, this arbitrary exercise of official coercion becomes more curious still when it is noted that five out of these six opposing officials, including His Excellency the Officer Administering the Government, held their seats in Council and voted the other day by virtue of acting appointments. Mr. W. M. DEANE, the Acting Colonial Secretary, is Captain Superintendent of Police; Mr. H. E. WOODHOUSE, Acting Colonial Treasurer, is Police Magistrate, Coroner, and Superintendent of the Fire Brigade; Mr. E. J. ACKROYD, Acting Attorney-General, is Registrar of the Supreme Court; and Mr. N. G. MITCHELL-JONES, Acting Registrar-General, is an assistant in that department. Mr. F. FLEMING, the Acting Governor, would of course under any circumstances have a seat as Colonial Secretary, but it is nevertheless true that Mr. S. BROWN, the Surveyor-General, is at present the only official member who is not "acting." If any business-like justification can be offered for such a muddle as the foregoing statements sufficiently indicate, it would interest the tax-paying public to know what it is.

It requires no argument to prove that acting appointments to some extent cannot be avoided in the Hongkong Government Service—the necessity is self-evident, but the system which makes so large a proportion of these appointments necessary is indefensible. The assumption is a safe one, and it ought to be if it is not, that the executive staff of every department of the local Government is thoroughly efficient and complete in itself, and quite competent under any and all circumstances to perform its regular duties without extraneous assistance. Almost every important department in the Service is, at all events so far as the responsible appointments are concerned, doubly manned. In the Colonial Secretary's office there is an Assistant Colonial Secretary and the Registrar-General; the Surveyor-General, the Captain Superintendent of Police, the Registrar of the Supreme Court, the Postmaster-General, and the Harbour Master have all properly qualified assistants or deputies. It may be pointed out that the Attorney-Generalship, prior to the arrival of Mr. GOODMAN, was held by a practising barrister, an arrangement which worked well and prevented a number of changes in other departments; also that the Colonial Treasuryship is almost a complete sinecure, which ought to be abolished as a separate office and merged into the Colonial Secretary's duties. It was created into a special

and distinct department to accommodate the views of the late Mr. ALFRED LISTER, a hard-working and ubiquitous officer who exercised a careful and searching semi-official supervision over every department in the Government Service—excepting his own, and neglect in that direction added to his wilfully blind confidence in BARRADAS, cost the tax-payers over \$60,000 when the last named gentleman's enterprising failure to "break the bank" at the Kowloon fan-tan hell led to the disgraceful disclosures in connection with the Money Order Office.

The Hon. Mr. WHITEHEAD's proposed remedy for existing defects is to introduce a rule prohibiting, unless under very exceptional circumstances, the occupants of certain stated offices from holding any appointments, either acting or permanent, outside their own departments; but as the proposal leaves a loop-hole by which its intended effects could be evaded at will, and is so restricted as to barely touch the actual grievance, it is quite insufficient to effect the desired reform. The officers proposed to be placed under the ban of ostracism so far as outside promotion, acting appointments, and their attendant honours and emoluments are concerned, are the Registrar, Deputy Registrars, and Interpreters of the Supreme Court, the Police Magistrates, and their chief clerk, the Land Officer, and the Clerk of Councils and Chief Clerk in the Colonial Secretary's Office. The two offices last named have generally been held by the same person, and with the exception of the Police Magistrates and the Registrar of the Supreme Court, the other appointments have been and could hardly be otherwise than of a permanent character. The Chamber of Commerce delegate would appear to have exercised the utmost care in trying to avoid injury to the tender susceptibilities of the holders of any important acting appointments, whose unnecessary translation from their own proper spheres of duty, by upsetting and mixing up the arrangements in half a dozen different offices, forms the grievance to which the community for years past have objected. If the interests of individuals are to be specially studied and the principle at issue conveniently ignored, it will be much better to leave matters as they are until some reformer comes to the front who does not believe in half-measures and whose policy is not directed by mere personal influences. Whether it was advisable in the past to remove Mr. ACKROYD from his position as Registrar of the Supreme Court to act first as Attorney-General and afterwards as Puisne Judge may be a fit subject for diversity of opinion, but at the present time it should not be lost sight of, that by taking up Mr. GOODMAN's duties, no material or inconvenient changes were caused either in his own or any other department. Mr. BRUCE SHEPHERD, in addition to his own work as Land Officer, took over that of the Registrar, and no other change was necessary. On the other hand the departure of the Governor necessitated, or if it did not necessitate it led to a four-fold change—Mr. FLEMING moved from his own office to Government House, Captain DEANE left the Central Police Station to assume the post of Colonial Secretary, Major-General GORDON was transferred to the command of the Police, and was in turn succeeded as Superintendent of Victoria Gaol by Major DEMPSTER. Cannot Mr. WHITEHEAD see that the gist of the evil is in this last quoted example, and that the only practical solution of the difficulty is in some plan that will obviate one necessary change in a department being made the excuse for changes "all round the clock"? Hard-worked officials—and they are numerous enough in the Government Service—require holidays and change of scene like other mortals, and the liberal allowances both as regards time and money they do receive for these and other purposes are certainly not objected to by the community; but it is not unreasonable to expect that absences from duty owing to these or other causes, such as ill health, must not entail vexatious inconveniences in the discharge of public business. Every department in the Service, with perhaps one or two exceptions, should be quite independent, and capable under any ordinary circumstances of guaranteeing efficient working without outside assistance; what has been done during the absence of the Registrar-General is equally practicable in the other departments. And speaking generally, it does not by any means follow that the Registrar of the Supreme Court should be a capable Judge or Attorney-General, a Superintendent of Police, an efficient Colonial Secretary, a Police Magistrate, a reliable Treasurer, or a Prison Superintendent; an expert Chief of Police, any more than it would follow that the present Acting Registrar-General, whose special if not only forte is said to be a more or less familiar acquaintance with the Chinese dialect, could competently perform the technical duties of the Surveyor-General or the Colonial Surgeon. The official record of the Acting Registrar-General is itself an unsatisfactory proof of the unsatisfactory "punchforking" system to which such grave exceptions have been taken; but it also strongly suggests that the reform indicated by our remarks is far from being impossible. He is a young officer, practically without business experience, of any sort, with only a few years' Colonial service, and noteworthy only for a wretched memory and a painful mediocrity in the matter of talent; and yet he has filled the office respectively, and so far as we know respectfully, of Assistant Colonial Secretary, Police Magistrate, Superintendent of Victoria Gaol, Registrar

General, and member of the Sanitary Board and Legislative Council. When it becomes a generally recognised fact that lucrative official appointments in this colony have not been established specially to provide "soft" billets for any particular class, but that the Government and the community expect their servants to fit whatever positions they may be required to serve in, the matters we have been discussing will have reached their proper level. That will only be, however, when the Hongkong rate-payers insist on having more than a nominal share in the management of their own affairs.

PIRACY IN THE CHINA SEA.

THE daring piratical seizure of the Douglas Company's steamer *Namoa*, within fifty miles of Hongkong and in what may be fairly described as a main thoroughfare for the immense shipping traffic between this port and the North, is a rude awakening from the false security in which local shipping companies and the travelling public have been peacefully slumbering for the past five years—since the sensational looting of the *Greyhound* on the high seas in the vicinity of St. John's island on October 17th, 1885. There have on two or three occasions during recent years been more or less well authenticated rumours of contemplated piracies on board foreign vessels, but fore-warned is fore-armed, and the precautions taken in the cases referred to averted the threatened dangers. In one particular instance in which, if we mistake not, one of Messrs. ARCAR & Co.'s Calcutta steamers was reported to be marked out as a fit subject for looting on her voyage between here and Singapore, it was pretty clearly shown that the danger was a stern reality and that only the preparations made to effectually cope with any such trouble saved the ship, crew, and passengers from probably a worse fate than that of the *Spark*, *Greyhound*, or *Namoa*. However, it was perhaps not altogether unreasonable for ship-owners and their captains, after such a lengthy interval of peace and good order, to believe that the once thoroughly recognised perils associated with the Chinese passenger trade throughout the China Sea had passed away, and it is more than likely that this utter disbelief of the existence of any real danger has for some time past caused over-confidence and a neglect of even ordinary supervision. In suggesting this we do not refer particularly to the *Namoa*, but to vessels generally engaged in this traffic, excepting the Canton river steamers, on which after the *Spark* tragedy, special provisions were devised for protection from Chinese pirates, and are still rigidly carried out.

The great mistake that seems to have been made was in wrongly estimating the character of that semi-savage, the Chinese pirate, wrecker, smuggler, or whatever name suits him best. The march of progress and civilisation may have been extensive and wide-spread throughout the length and breadth of the Middle Kingdom; we can see its beneficial effects in the prosperous Chinese trading communities of Singapore, Hongkong, Shanghai, and other Treaty Ports; but it has not appreciably affected the Ishmaelitic policy of those murderous rovers of the sea who have from time immemorial proved such a curse and drawback to China's social progress. The piratical traditions of thousands of years are not to be so easily wiped out, either by foreign influence or the lukewarm repressive measures of the Peking Government. The ancient profession of Chinese pirate is by no means obsolete, but, on the contrary, flourishes apace along the entire coast from Newchwang in the far north to the most southern limits of the Tonquin Gulf. Where the carcass lies, the vultures are sure to be found; and whether in the guise of sailors, harmless traders, or hardy fishermen, the Chinese sea-larver, when the opportunity renders it profitable, is quickly transformed into the full-blown pirate, and the most unscrupulous and murderous ruffian in the world. Every ship that has been lost on China's rocky-bound coast, and their number is by no means limited, has told us the same gruesome tale, and yet, while knowing the truth, we have blindly ignored it and made no attempt to be ready to meet and crush the danger that is never far distant and is always to be dreaded and guarded against.

The policy of the Chinese rovers is as simple as their *modus operandi*. Their object is always plunder, and this latest outrage on board the *Namoa* may be taken as an excellent example of the ordinary plan of campaign. Assisted by a spy system that would do credit to a high-class police organisation, the leaders are informed that a number of Chinese had returned from the United States and elsewhere with considerable sums of money as the results of years of toil, and would shortly leave Hongkong for their native towns in the Swatow district, and it was accordingly decided to make a bold bid for such a valuable prize. The returned emigrants took passage by the *Namoa*, the day and hour of the vessel's departure was ascertained, and the pirates, task was a comparatively easy one. The only serious resistance, likely to be encountered, that of the seven European officers, could easily be overcome, especially as they were in positions to be cut off in detail and either killed or safely secured with but a minimum of risk to the attacking party. And as some forty desperadoes, armed with two revolvers each, went on board the steamer as passen-

gers and when once out to sea, at a given signal and in accordance with previous arrangements, divided themselves into four parties and made separate attacks on the bridge, the engine-room, the forward deck, and the saloon. The suddenness of the attack put effective resistance out of the question, and in a few minutes the pirates had obtained possession of the ship, and taken charge at the helm. Probably it was no mere arranged party of the programme to shed blood unnecessarily, but it is quite certain that no scruples in that direction were to be allowed to interfere with the accomplishment of their original purpose. It may safely be believed that every soul on board would have been massacred, and the steamer run ashore and burned or broken up, had such a course been necessary. Happily it was not; but unhappily the seizure of the *Namoa* was not accomplished without bloodshed. When the pirates first rushed on deck they would appear to have commenced indiscriminately firing their revolvers in all directions—a common custom with Chinese who are unused to foreign fire-arms—and on one of the Malay quarter-masters showing fight, he was at once shot down and thrown overboard, two or three others of the crew receiving more or less serious wounds. One of the saloon passengers, Mr. PETERSEN, light-house keeper at the Lammocks, happened to be on deck aft when the rush was made for the saloon, and although he is said to have offered no resistance he was wantonly shot down, and Captain POCOCK shared the same fate after leaving the saloon to go on deck at the request of the pirates, who had promised that no violence would be used if no further resistance were offered. The rest of the officers and crew were confined in the Captain's room on deck, with an armed guard outside the door, and all opposition being quashed, the ship was looted of everything portable of any value. According to report, money alone aggregating over \$20,000 was taken from the Chinese passengers. About 7 o'clock the steamer, which had been judiciously brought to an anchor off Mendoza Island, where four junks were in waiting as part of the arrangement. The plunder was quickly transferred to these native craft, and after compelling the fire-men to draw the fires and blow off steam from the boiler, the pirates quietly took their departure, doubtless well satisfied with their day's work. No time was then lost in bringing the *Namoa* back to Hongkong, where she safely arrived early on Thursday morning.

This is merely an old story re-told. With one or two slight differences in detail it is precisely what took place on board the *Greyhound* in 1885 and the *Spark* in 1874, and it is what might easily happen to-morrow on almost any steamer trading along the Chinese coast. Something effectual must be done, and that at once, to remove this standing danger and to prevent its recurrence. Stricter discipline should be enforced on board ship, all officers and engineers compelled to carry fire-arms when on watch, and arrangements made by which the officers could form a combination against any attack of this kind. It is the attack in detail which always proves fatal. It is more than likely, had the officers and crew of the *Namoa* been armed and prepared for an attack, or even had an opportunity of rallying and combining been possible, that the Chinese pirates would have fallen in their attempt; they succeeded by surprising the officers at a time and under circumstances when resistance was impossible. But the greatest safeguard can be arranged on shore. No Chinese passengers should be allowed on board ship unless they have obtained passage tickets at the office, and until they and their baggage have been carefully searched. The difficulty of maintaining strict discipline over several hundreds of Chinese, who are allowed to swarm all over the decks of a vessel, is obvious, and that some better arrangement than at present exists must be insisted on by the Government. The *Namoa* tragedy places beyond dispute, and meanwhile no stone must be left unturned to bring this dangerous horde of pirates to stern and relentless justice.

THE SOLDIERS' NEED.

"ENGLAND expects every man to do his duty" were the memorable words signalled by the heroic Nelson from his flagship, *Victory*, on that historic morning when the naval supremacy of Great Britain was established in sight of the world in the bay of Trafalgar; and after the united fleets of France and Spain had been hopelessly crushed and shattered by the fiery onslaught of the famed "wooden walls," England confessed that every man had done his duty. And England to her eternal disgrace, at the termination of the war, with stony indifference left her naval heroes, the men who had so nobly done their duty and saved the country, to starve, or else to a miserable existence, the best way they could. The high officers of the Fleet were, of course, not forgotten, and honors and rewards were showered on them with lavish profusion; but the seamen and marines, the men whose gallant bravery against fearful odds won the "Victory" were alike forgotten and neglected. And it always has been like this in our free and enlightened country, where every man, as we are constantly being told by lying and shameless politicians and their parasites, is on an equality, the possessor of equal rights, &c., &c., much longer this shallow delusion is likely to be tamely

tolerated by a powerful and ever increasing democracy that is only beginning to feel its own strength we are not in a position to say with any approach to reliability; but the day cannot be very far distant, and it undoubtedly is being hastened by the incomprehensible and heartless stupidity of that favored class to whom the new era of events that are sure to come will inevitably bring complete annihilation as a power in the land. The pitiable spectacle of Nero sitting in his gorgeous palace, whilst imperial Rome was in the throes of destruction, conveys an instructive lesson which modern would-be imitators of that once living monument of old time folly might with great advantage to their own future welfare earnestly study and carefully take to heart.

"When shall their glory fade? Honour the Light Brigade; gallant Six Hundred," is the summing up of that deathless poem of battle and triumph with which ALFRED, TENNYSON, then a Son of the People and not a slave to a hollow title and a meretricious dignity, trumpet-tongued, electrified the world almost as much as that wild charge through the "valley of death" of Britain's best and bravest on what was a hopeless, useless, and inexcusable sacrifice of human life, supplied the army of military critics. "C'est magnifique mais n'est pas la guerre," was the significant comment of the French Commander-in-Chief, and no more daring soldier than Marshal PRUSSIER ever planned a campaign or led a forlorn hope. "When shall their glory fade? Honour the Light Brigade." Why even now, after a lapse of nearly forty years, the poet's pregnant words possess a power in stirring the British heart in every part of the world; we are indeed proud, and as Britons justly proud of that death-ride of our countrymen, which as an instance of combined valour and discipline has scarcely a parallel in the history of nations. And how did Great Britain reward her heroic sons, "all that was left of them, left of Six Hundred," when the hour of victory with all its frothy enthusiasm had passed away and the Black Sea treaty, which added so much to the roll of human suffering had been torn in shreds and flung in England's face. By honours, titles, dignities, adequate provision for the remainder of their ruined and broken lives? No! by none of these; generous England provided for her heroes by allowing them in the days of their adversity and old age to find refuge in the work-house.

The Crimean campaign is admitted by all military authorities to have been the most severe ordeal the modern soldier has ever had to face. The self-denying patience, the loyal courage that never failed however sorely tried, the unshrinking fidelity to duty, and the indomitable energy and perseverance displayed in the extraordinary labours of the most arduous description which had to be accomplished under exceptional difficulties, may possibly have been equalled by other troops, but they have never been excelled; and it must not be forgotten how the Commissariat arrangements disgracefully broke down with the result that, throughout long, dreary months of snow and ice, the half-clad, half-starved, and wretchedly equipped British Army, although fearfully decimated by disease, fought and conquered time after time against overwhelming odds. It is one of these fights, INKERMANN, "the soldiers' battle," that is our excuse for this article. The battle of INKERMANN was fought on the 5th November, 1854, and a few weeks ago a hundred old soldiers, the remnant of the brigade of Guards who were in the thick of that day of carnage, thought that the thirty-sixth anniversary of the great event of their lives would be a fitting occasion for old friends and comrades to meet together after the lapse of so many years. Arrangements were accordingly made that the hundred survivors should parade at Wellington Barracks, and the Duke of CAMBRIDGE, who held a command in the Guards at INKERMANN, was invited to be present. The noble "Dook" had a prior engagement, and when the little band of veterans assembled at the gates of the Barracks at the appointed hour, they were refused admission. They were officially ignored, although it is stated that among the hundred were two Victoria Cross heroes, several who won the medal for distinguished service. In the field, while nearly all had the four clasps that told of their presence in the battles of the Alma, Balaklava, and Inkerman, and of long service in the trenches before Sebastopol. Not a single officer of the Headquarters Staff, or one who had fought with them in the Crimea, appeared to "holler" their presence, and we are told that "the veterans" seemed to feel this neglect very keenly, especially as the guard told off for duty was on parade in the barrack-square, bearing the Queen's and regimental colours, which were bedecked in honour of the day with the laurels these men had helped to win at INKERMANN. Neglected with contempt by the old warriors, quietly followed the guard to St. James's Palace, uncovered their grey heads, and in voices that quavered a little, cheered the old colours once more. And then they went home, doubtless paralysed with joy at the appreciation of a grateful country.

Commenting on this scandalous treatment of these relics of a gallant Brigade, the tendency of which can only be to disgust our soldiers and to make the Army more unpopular, a London contemporary says: "It is a sad story, that of the Inkerman heroes. No poet has hymned the praise of the men whose stand round the Sandbag Battery saved the British army from being swept in its late the sea. Historians have done the officers justice, but as for the men themselves—who so poor as do them reverence now? They organised a little memorial dinner among themselves the other day and invited the Duke of Cambridge to attend. The Duke sends a prior engagement. Can anything be meant? The Guards who fought the hand-to-hand fight round the Sandbag Battery fought with savage ferocity. It was a soldiers' battle, for the officers were either killed or paralysed with fear at the battery they had let loose. But if these men tore at their enemies like wild beasts, is that any reason why one of their officers—the Duke of Cambridge—should give them the cold shoulder? He sat among them at the crisis of the fight and blubbered like a baby because of the horrors that he witnessed around him. It was his last night's ride on a field of battle. Well, we do not deny that the scene round the Sandbag Battery, after the wild, horrible, but, to the letting loose of it the Duke of Cambridge owes his subsequently luxurious life, and the country, its rooted determination never again to expose his prominent punch to the bayonet of an enemy. Yet he from contemptuously on the survivors of those who shed their blood to keep his soul and body together, and when they even venture to ask the use of their old barracks for an anniversary celebration, he shuts the door in their face."

"England expects every man to do his duty," and the men who nobly answer their country's expectations are shamefully neglected and relegated to the work-house. Field-Marshal the Duke of CAMBRIDGE, whose warlike idea of an officer's duty on the battle-field was to "sit blubbering like a baby at the crisis of the fight," is a living example of Britain's impartiality in the treatment of her soldiers. To the brave man who loses a limb in the front of battle there is always the work-house to go to, whilst the royal warrior who sits down and blubbers in the rear obtains a Field Marshal's baton and is nursed in the lap of luxury for the remainder of his days, at the public expense. And yet some people wonder how a British Revolution can ever be possible.

LOCAL AND GENERAL.

A LARGE fire has occurred at Yokohama, a Japanese Naval Station, nearly destroying the town.

THE returns of the number of visitors to the City Hall Museum for the week ending Dec. 14th, are:—Europeans 172, and Chinese 1,744.

M.T.C.M.'s gunboat *Mitsi*, Capt. Aschen, arrived at Tientsin on the 30th ultimo and took up her winter quarters at the Bund a few days later.

At a regular meeting of the Southern Lodge, No. 264, E.C., held at the Freemasons' Hall, Zealand Street, on Saturday last, Wor. Bro. G. P. Jordan was elected master of the Lodge.

THE Master of Napier, Secretary of the British Legation in Japan, and Mrs. Napier were amongst the passengers who arrived here on the 10th inst. by the O. & O. steamer *Oceanic*, en route for England.

At the regular meeting of the Victoria Priory the election of officers for the year 1891 resulted as follows:—

E.P. Sir Knight D. Gilles.
Treasurer Sir Knight H. J. Scott.
Guard Sir Knight J. Maxwell.

At the Police Court on the 15th inst. Tsang Li was brought before Mr. Wodehouse charged with the murder of one Kung Kung, a Chinese lodger. Evidence was adduced tending to prove that the murder was committed by prisoner, with an axe in Tak Sin Lane on the 27th ult. Trial next session.

HIS Ex. Lu Kuay, Governor-General of the Liang, Kiang provinces, has been appointed Commander-in-Chief of the Southern Squadron of the Chinese Navy. (Liu was to make a name for himself, his chance lies in the direction of the capture, and, speedily shortening of the status of the *Namoa* pirates.)

We hear that the marine officers of Hongkong are disputing the advisability of demanding an increase of pay in the early part of next year, on the grounds of the great risk to life when sailing out of Hongkong, unless some preventive measures of a thoroughly practical nature are put in force at as early date.

A post-mortem examination was held on the 15th inst. on the body of the unfortunate Chinaman who was murdered at the Roman Catholic cemetery on the night of the 11th inst., and revealed the fact that a piece of rag had been rammed down the deceased's throat so far as to be hidden from view, even when the mouth was opened, and had evidently been forced down with a stick.

We are courteously informed by the Superintendent of the P. & O. that we were in error in stating that the local office had received telegraphic advice of the rumoured stranding of the Company's steamer *Hongkong*. That a telegram to this effect was received in the colony is certain, but we are only too glad to be able to accord with the facts of the case. An Agent in stating that no such advice had been received by him.

"Six" goes selling is not only far from being respectable, but it is expensive too—at least so a couple of enterprising traders in that line of business found it on the 15th inst. when Mr. Wodehouse was asked to put a price on two bottles of *Samsu* that the accused had sold to some sailors on board the steamship *Pendula*. "Six" a bottle of six weeks' jug" was his Worth's estimate of the offence. *Samsu's* validity on the home.

A CHINESE woman residing in the village of Matlow-seah in the vicinity of Amoy, says the Amoy *Times*, was murdered on the 4th inst. It seems that the unfortunate woman found a thief, such as is worn by Chinese gay ladies, and upon showing the ornament to her husband and his relatives, it became the cause of a family quarrel. The unfortunate woman, in consequence, was strangled by her husband, with the assistance of his mother and sister.

A GERMAN named Emil Luder was brought before Mr. Wodehouse on the 15th inst. charged with having caused the death of a sailor named C. Anderson on the 15th inst. Evidence went to show that on the day the accident occurred the prisoner and deceased were comparing revolvers; they were perfectly sober and friendly. The revolver went off accidentally, and the bullet entered Anderson's right breast. There being no evidence against the accused he was discharged.

11/11/50 (10/11/50) 11/11/50 (10/11/50)

MEETING OF THE FINANCE COMMITTEE.

A meeting of the Finance Committee was held on the 11th inst. There were present: Mr. W. M. Deane, Acting Colonial Secretary, (President); Mr. E. J. Ackroyd, Acting Attorney-General; Mr. H. E. Wodehouse, Acting Colonial Treasurer; Mr. S. Brown, Surveyor-General; Mr. N. G. Mitchell-Innes, Acting Registrar-General; Messrs. P. Ryrie, C. F. Chater, T. H. Whitehead, J. J. Keavick and Dr. Ho Kai (secretaries) and Mr. F. A. Haselard, Acting Clerk of Councils.

REDUCTION OF POSTAL RATES.

The Chairman—Gentlemen, before we come to the main purpose for which we met this afternoon I have to inform the members of this committee, with reference to the question of reduction of postage that was brought before the Finance Committee some six weeks ago, that a telegram has this morning been received from the Secretary of State, in which he says:—"Reduced Postal rate generally approved. Commencement here 1st January. Strongly recommended similar arrangements homeward mail nearly as possible at same time. Telegraph reply." It will be remembered that we referred this matter to the Chamber of Commerce on the 4th November, but we have received no answer yet. This is a very pressing matter and in order to make it in order as a matter of form move the sum of \$5000 be voted to allow this Colony to meet the expense incurred by the reduction of postage. I have given instructions that copies of the papers formerly brought before your notice should be put before you again, as although you will probably remember the general principles you may not be cognizant of the details. From the report of the Acting Assistant Postmaster-General, Mr. Sercombe Smith, it appears that if instead of a ten-cent rate we adopted a five-cent rate there would be a decided loss to the colony. (The hon. gentleman read paragraph 12 of the report referred to.) The matter has been sprung upon us very suddenly by this telegram and I would ask the Council as to whether we could not agree to the postage next year being made seven cents, as unfortunately we have at present no one-cent stamp and no six-cent stamp. To make it five cents would mean a dead loss, and that sum is by no means the equivalent of the 2½d. that represents the outward postage. If six cents be decided upon as the ultimate charge the die for the stamps will have to be made in England, which will take some time, and therefore I think that for possibly six months we might reduce the postage to seven cents. The halfpenny, by which time the six-cent stamp might be got out, and the postage could be reduced further if necessary. I am very sorry indeed to have had to bring this matter so suddenly before you, but as you see I am simply speaking in consequence of a telegram received this morning, and I am not in a position to tell you the opinion of the Chamber of Commerce, for unfortunately they have not replied to my letter of the 4th November. Therefore, in order to bring the matter up for discussion, I move that the sum of \$5000 be entered on the estimates for next year to meet the probable cost of a reduction of postage.

After some discussion as to the probability of the reduction in rates entailing an extra charge upon the taxpayers of Hongkong the Chairman voted that nothing could be decided at that meeting. The question had merely been mooted by him to put members on the *qui vive* as to what would take place in the meeting of the Council on Monday.

VOICES PASSED.

Slaughter-houses and pigs and sheep depots, \$50,000 to be spent in 1891; Public Lavatories, \$25,000 of which \$12,500 will be spent in 1891; Public Latrines, \$17,000, \$10,000 for use in 1891; The Civil Hospital, \$66,000 of which \$26,600 will be expended in 1891; Lunatic Asylum for Chinese, \$20,000; Police Station, Aberdeen, \$32,115; Kennedy's town Police Station, \$2,000 to complete it; District Schools, \$10,000; Additions Government House, \$10,000; Governor's Peak Residence, \$40,000; Quarters for Supt. of Agriculture, \$18,500; Magazine at St. Andrews Island, \$2,625; Redoubt, \$2,000; Lowering Quays, Road, \$22,000; necessitated through the new system of stone accounts. The Committee then adjourned for a week.

THE SANITARY BOARD.

A meeting of the Sanitary Board was held on the 11th inst. There were present: Mr. S. Brown, (President); Major-General Gordon (Vice-President); Mr. N. G. Mitchell-Innes, Acting Registrar-General; Dr. H. Kall, Mr. N. J. Ede, Dr. Cantile, and Mr. H. McCallum (Secretary).

THE PAY OF SANITARY INSPECTORS.

A letter from the Acting Colonial Secretary was read to the effect that the application of the Sanitary Inspectors for an increase of pay had been duly considered, and regard being had to their length of service, as compared with that of Inspectors of Police of the first and second-class, it was found impracticable to accede to their request.

After some discussion the Vice-President said that were servants of the Board able to represent that they remained in the police force they would have attained to the rank of second-class Inspectors their applications would have met with more consideration. At the present time the Government did not see its way to do anything in the direction sought by the applicants.

DISEASED CATTLE ON A RUSSIAN TRANSPORT.

The Sanitary Superintendent's report for November was laid on the table. One of the paragraphs stated that on the 15th November information was received that the cattle on a Russian transport (the *St. Petersburg*) were suffering from disease. One animal died and was buried on shore, the others were killed by order of the commander and the carcasses towed out to sea. The disease was supposed to be pleuro-pneumonia. The animals were shipped at Vladivostok.

Mr. Ede said the burial of one carcass on shore, before the sanitary authorities had anything to say on the matter, was not the right thing. It ought to have been taken out to sea like the rest. Who authorized the burial—the commander or his own agent?

The Secretary said he believed it was done by the people on board the ship. The animal died in the morning, and he got information about noon that the interment had taken place. There was no real proof that it was pleuro-pneumonia. Mr. Ede said he thought some representation ought to be made to the commander.

The Secretary said they were told they had acted wrongly, but the thing was then done. The President said he supposed that such a case of that kind it would be the duty of the police to interfere.

The Vice-President said the police did act, but the burial had taken place before they knew of it. The ship was in dock and he supposed some of the dock people must have assisted. The subject then dropped.

A HOLIDAY MEETING.

The President said that were the Board to adjourn for fortnight, in the usual way, the next meeting would be convened for Boxing Day, which was a public holiday.

THE DOUGLAS CO'S STEAMER "NAMOO" SEIZED BY PIRATES.

CAPTAIN POCOCK MURDERED AND THE VESSEL LOOTED.

In these piping times of peace it seldom falls to our lot to chronicle such a horrible tragedy as that which enacted on board the coasting steamer *Namoo* yesterday afternoon (Dec. 10th). Hongkong was awakened this morning with the startling intelligence that the Douglas Company's steamship *Namoo* had put back to port after having been captured and looted by a gang of pirates, and color was given to the story by it being quickly seen that the *Namoo's* flag was flying half-mast, and it was soon ascertained beyond doubt that the rumour was only too true. The vessel had been over our head and taken charge of the Captain, a saloon passenger, and some of the crew murdered. The attack was planned on much the same lines as was that on the *Greyhound* on the 17th of October, 1889, and the whole scheme was carried out in a manner that proved everything had been most carefully arranged before hand, and the plan of attack evidenced a thorough knowledge of the rules of the ship on the part of the author or authors, as will be seen from the details which follow. This makes the fifth foreign ship that has been attacked by Chinese pirates within the last 27 years, which fact was duly noted with consideration for the Council as to whether we could not agree to the postage next year being made seven cents, as unfortunately we have at present no one-cent stamp and no six-cent stamp. To make it five cents would mean a dead loss, and that sum is by no means the equivalent of the 2½d. that represents the outward postage. If six cents be decided upon as the ultimate charge the die for the stamps will have to be made in England, which will take some time, and therefore I think that for possibly six months we might reduce the postage to seven cents. The halfpenny, by which time the six-cent stamp might be got out, and the postage could be reduced further if necessary. I am very sorry indeed to have had to bring this matter so suddenly before you, but as you see I am simply speaking in consequence of a telegram received this morning, and I am not in a position to tell you the opinion of the Chamber of Commerce, for unfortunately they have not replied to my letter of the 4th November. Therefore, in order to bring the matter up for discussion, I move that the sum of \$5000 be entered on the estimates for next year to meet the probable cost of a reduction of postage.

The following—accurate—details of this occurrence are obtained from the most reliable sources.—The *Namoo* left Hongkong at 8 o'clock yesterday morning on her usual coasting trip for Swatow, Amoy and Foochow, having on board five saloon and 240 Chinese passengers. Nothing unusual occurred until 11:15 p.m. when at 1:15 p.m., acting on a pre-arranged signal, about 35 or 40 of the Chinese passengers showed themselves in their true colors, and armed with revolvers and cutlasses began their murderous work. Dividing themselves into four parties they simultaneously attacked the officers' mess room, the bridge, the engine room, and the after saloon, where the Captain, the chief officer and four of the passengers were at dinner. Mr. Petersen, light-house keeper at the Lammoeks, who was on deck aft, was at once murdered—four shots being fired into his head—the deck where he fell being covered with blood. The course of the *Namoo* was now altered by the pirate chief and she was steered out to sea—ultimately being taken outside Pedro Blanco and then slowly back to Mendocino Island, where she was anchored by the pirates about 2 p.m.

In the meantime a wholesale fusillade was being kept up on board the ship, the murderers, after taking charge of the bridge and engine room, firing into the saloon and throwing "stink-pots" down, endeavouring to suffocate those whom they could not reach with their bullets. After indulging in this amusement to their heart's content they ultimately sent a deputation down to the saloon to inform the Captain and passengers that if they came on deck and quietly submitted to be locked up whilst the ship was being looted, no harm would come to them. This apparently was agreed to, and while in the act of obeying their summons Capt. Pocock was shot down. The bullet entered his right breast and he was doubtless penetrated to the lung. He was conscious to the end, and did not seem to suffer much pain. All that could be done for him under the circumstances was done. In the meantime Mr. Richardson, the second officer—who is acknowledged to have acted coolly and bravely all through the trying ordeal—was marched around to collect the passengers and officers. When this was done and the pirates had them all safely barricaded in the Captain's state-room, they seemed to devote the whole of their attention to looting and did not molest their prisoners further. After turning all the Chinese passengers out of the twelve decks the pirates proceeded to the engine room and said to have made a very rich haul. They also ransacked the baggage of the European passengers and looted them and the officers of the ship of everything of value, including gold watches, &c., not forgetting a bundle of Manila lottery tickets that was in the possession of one of the officers.

Notwithstanding their wanton cruelty in murdering two men in cold blood, booty was of course the chief object of the pirates, for had they chosen they could have massacred every living soul on board. They stole in and destroyed every boat on the ship and it really seems that one of the facts of their unfortunate capture was being in the case of balance. No doubt they were highly pleased at the successful issue of their adventure, and having made such a valuable prize were anxious to get off with it. On coming to anchor at about 7 o'clock they signalled to four confederate junks which were waiting for them; these came alongside and took the booty on board. They are supposed to be Hongkong junks, but no one, apparently, was in a position to take their numbers. When all was ready and the junks loaded, the pirates forced the firemen to tow the steamer's first and second boats, and as a reward for these services they threw a bag of dollars (supposed to be about 200) before finally taking their departure. Once over the side it may be supposed that it took but a short time for the prisoners (who had hitherto been barricaded in the state-room, guarded by four pirates) to break out. The anchor was slipped, steam got up and the *Namoo*, under the command of Mr. Eldridge, the chief officer, made the best of her way out to sea, and was safely brought into Hongkong harbour at 3 o'clock this morning.

It is seldom that such a tale of the sea has to be told in these days, but all things taken into consideration the matter is a very rare example to bad manhood and, fully, weapons. Besides Captain Pocock and Mr. Petersen, who were shot down in what can only be called cold blood, the pirates are responsible for the lives of two Malay quartermasters, one of whom they wounded and threw overboard and another who died in the Civil Hospital this morning from the effects of a shot in the groin. There are also two Chinese cooks who are wounded, the chief engineer, Mr. Ramsay, was shot through the wrist, and the chief officer has a bullet in his arm. The latter are in the Civil Hospital, whilst the two wounded men are in the *Namoo*, which they were removed on the arrival of the *Namoo* this morning, and where, under the skillful hands of the talented medical staff of that institution, they will doubtless receive every attention and speedy relief.

In the foregoing briefly written report there are perhaps gaps which we cannot fill up in better way than by blockading the statements of

two of the officers of the *Namoo*. As they were in different positions in the ship until they were finally imprisoned, as I understand, the reader's stories will have additional value.

Mr. Alex. Jones, chief engineer, who was in the engine room at the commencement of the attack, says:—"The first I knew of the business was when Eddy, the 3rd officer, came down into the engine room pursued by some of the pirates. We planted ourselves under the boilers and remained there until Richardson came down at the instigation of the pirates and induced us to come up on deck. In the meantime Ramsay—who also behaved splendidly—was returning the fire of those above with lumps of coal, and was eventually shot in the arm. We left the engine room and went on deck, only to be marched under an armed escort to the state-room, where we found the rest of the officers and passengers already imprisoned. The pirates no sooner had us in there than they commenced looting our cabins, and needless to say cleaned us out of everything that they considered of value. In some cases they did not wait to ransack the lockers, but bodily took them and their contents away to be examined at their leisure. Mr. Richardson was made—under a guard of some twelve revolvers—to collect the passengers and crew and finally when they were safely barricaded in the pirates gave us little thought, and went cheerfully on with his work. They had a thorough jammer and no doubt a very well satisfied with the results of the day. When we once got rid of them it did not take us long to slip the anchor, get steam up, and make our way into harbour here."

Mr. W. F. McIntosh, the chief engineer, who must have as many lives as the proverbial cat, was good enough to let us have his version of the affair. He says:—"The first I knew of the business, or that anything out of the ordinary was occurring on deck, was by hearing a dog making a tremendous row on deck. I was in my cabin at the time, but went out to inquire into the matter and the first thing I saw was a scuffle between one of the quarter-masters and a Chinaman. I then saw some of the Chinamen firing revolvers off, simultaneously but not making a hideous row. I went up to see the quarter-master and found he was wounded, and on looking round noticed that I had become a target for the group of whom I've spoken. I made the best of my way aft to the saloon, but had to "run the gauntlet," and how I escaped is a miracle for no less than five men fired point blank at me. One shot grazed my cheek and the bullets were flying about like hail in a storm. However, I got safely to the saloon which to my surprise I found empty, but on calling out I was answered by Captain Pocock, who was then standing at the entrance to the boys' room. I then saw some of the pirates, and the effect that this was a bad business. I then proceeded to open some of the ports, for the stench from the "stink-pots" that had been thrown down the saloon was unbearable, and the room was full of smoke. We held a council-of-war (with the length of the saloon between us) and thought it would be better to wait results where we were. In about a quarter of an hour's time a deputation consisting of the ship's carpenter and a fireman came down from the pirates, and informed us that if we went up and quietly submitted to be imprisoned whilst they looted the ship no harm would come to us. Pocock and I discussed it and agreed to go up, for, as I remarked, we might as well be shot on deck as anywhere else; he led the way, and while in the act of stepping up the companion, was shot down. I then decided to remain where I was, but in a little time the second mate (Mr. Richardson) came to say that the Captain had been shot. I then went up and was at once confined with the others in the Captain's room. He had been shot in the breast and was not then dead. I washed his face with water and we did all we could for him. He died about 20 minutes after being shot. A quarter of an hour or so elapsed, and then the balance of the crew were brought in, making ten in all, but after this we were in no way molested for the present, being left alone to wait for the pirates, who had quite enough to do in that direction. When we came to anchor, which was at about 7 o'clock, our captors signalled—with the steam whistle—to their confederate junks. There were four of them, I think, and they took on board all the booty which had been collected from the ship. None of the cargo, so far as I know, was touched, but it is computed that they got close on 20,000 worth of valuables and property from the unfortunate passengers. The pirates had a distinctive badge, consisting of a knotted piece of red tape to which was attached a *cash*. They carried their revolvers suspended from their waists by lanyards, and were under the command of one chief who was here there and everywhere."

The following is a list of the saloon passengers:—Mr. E. K. Chandler, Mr. Petersen (murdered), Captain Saunders, Mr. C. E. Mehta, and the Rev. Mr. Wales.

MAGISTRAL INQUIRY.

Mr. Wodehouse held an inquiry at the Magistracy on the 12th inst. into the circumstances connected with the death of Captain C. T. Pocock, who was killed on board the British steamship *Namoo* on Wednesday last. Mr. Wotton of Messrs. Watson and Deane, watched the proceedings on behalf of the Douglas Steamship Company.

Mr. G. R. Eldridge, chief officer, said the *Namoo* was 86½ tons register. On the 10th instant at five minutes past one the attack commenced. The ship left Hongkong at 8 o'clock on Wednesday morning bound for Swatow, Amoy and Foochow with general cargo, amongst which there were 40 chests of opium. There was no treasure on board the ship, and only about half a cargo of general merchandise. She had on board Capt. C. T. Pocock as master, himself (Eldridge) as chief officer, and two other officers and three engineers. The crew consisted of 45, 12 of whom were Chinese and Malays—13rd Chinese and 3rd Malay. There were five foreign first-class passengers on board and 250 Chinese. The first class passengers were quartered in the saloon, and the Chinese in the "ween decks." They got as far as Talco Channel when everybody went to tiffin. The Talco Channel is off Fookai point and is formed by Tsoi Island and the Isle of Mendocino. It is half a mile wide. Everyone went down to tiffin except the officers, who remained on deck. The ship was then sailing on the port side of the saloon table. They had been about 2 to 3 minutes at table when he heard several shots fired on the upper deck. The dining saloon was on the "ween deck," at that time. The shots were followed by the fall of a heavy body on the deck immediately above the saloon, and he also heard the shouts of the men who were firing. The next thing he saw was several men at the skylight firing down into the saloon; they were using revolvers. He thought at first they were fired into the saloon; at that time. Everybody jumped up at once and stood in different parts of the saloon. Several stink-pots were thrown down through the skylight. The pirates appeared to aim at individuals. Witness was standing behind the table where he had previously been sitting. A second lot of pirates, some 50 or 60 in all, came rushing down the companion ladder and fired several shots into the saloon, causing everyone to take refuge in the state-rooms. The Captain took refuge in the Steward's room, at the fore end of saloon, and he (witness) went into the

pantry. After several minutes had elapsed, during which time the Captain had spoken, the chief engineer, who had come in, the chief officer was in a room at the after part of the saloon. The Captain asked him in a loud voice, if he, the chief engineer, could suggest a means of escape from the saloon. The chief officer replied he could not suggest anything, except complete surrender. Up to that time no one had been hit in the saloon. After that, the Captain, seizing the opportunity afforded by a temporary cessation of the firing, got the steward, who was in the steward's room with him, to ask the pirates what they wanted. The said steward was a Chinaman. The pirates replied through him, that they wanted money. They then offered, if the Captain would come up and give them all his valuables to spare his life, to spare his life if he came on deck, and then promised not to kill him. Upon that the Captain went on deck. Before leaving for the deck the Captain shouted out, "where are you, Eldridge?" and witness replied he was still in his hiding place, the pantry. A minute or two later he heard a shot fired and the fall of a body in the staircase. The pirates remained on the staircase while the Captain passed up to his room. Two or three minutes after the shots were fired in the Captain's room he heard the carpenter speaking to him from the saloon. He said, "Heard the pirates wanted every one of you on deck. Witness kept the pantry door closed. He could not see the carpenter, but knew it was him by his voice. Two or three minutes later he heard a man, the second officer, being forced down into the Captain's room without resistance. The pirates would spare their lives. They did so, or rather he heard them go up and into the Captain's room. After they were in the Captain's room, the pirates made a rush, in a body, into the saloon. At that time witness was still in the pantry. The pirates then threw open the pantry door and found him (witness) standing there. Two men, with revolvers, ordered themselves on each side of the door and told him to come out. One of them spoke in English, saying, "Go top-side." In going up the staircase, in front of the two men, he saw some half dozen armed, pirates, opening the cabin doors. The pirates were dressed as ordinary Chinese coolies and the only distinctive mark on them was a red string with a *cash* attached to it, hanging from the breast. Each of them had two revolvers—one attached to their neck with a white cord and the other held in one hand. The pirates were smoking cigars as they were carrying on operations. He did not notice swords in their possession. He went up the stairs for the two men, and saw that the top of it was a landing, and was cocked his revolver and prepared to shoot him, but three or four who were down below saw out to him in Chinese not to do so. The man then pointed to witness to go into the Captain's cabin. The man who attempted to shoot him was evidently on guard. He (witness) went into the Captain's room as ordered. The Captain's cabin was immediately above the saloon and was entered, by him, from the companion. As he entered he saw the Captain lying on his bed suffering from a wound in the chest, apparently dying. He also saw there all the officers of the ship and the four foreign passengers. The chief engineer and second officer were standing by the Captain, and giving him water to drink, and the others were talking to each other. There were no pirates inside the room. In addition to the two already mentioned there was one other pirate on guard at the Captain's room door. As soon as he got inside the Captain's room, a pirate closed the door. There were seven people in the room altogether. Four or five minutes later a couple of pirates came to the door and knocked, and some one sang out "open door." After the door was opened they saw the boatswain, a Malay, standing outside. He was guarded by a number of pirates. They demanded through him that the passengers should give up all the valuables on their person, and the passengers complied. The pirates then handed over all they had in their possession—the Captain was not then alive, he died before the boatswain and pirates came to make that demand. The Captain died after he (witness) had been in the room for a couple of minutes, about a quarter to 2 o'clock, judging from guesswork. A pocket-knife worth about \$2 was all witness had on him, which witness handed over. His gold ring and shirt studs he secreted in the pantry and found them on Thursday morning. Every one passed out their valuables personally to the chief. Watches, rings, watch chains, and a few dollars and small change were passed out in this way. Altogether he should say that about \$500 worth of property was handed out to one of the pirates, and he passed them on to his confederates. He called the man at the door the head pirate, because he appeared to direct the actions of the others. He was better dressed than the others, and had a short hair coat on, but had no other distinguishing badge to mark him as the chief. He was a tall man, of about forty years of age. He was apparently a Cantonese, but might have been a Hakka. He carried the same arms as the others. Witness could recognize the chief again. He had never seen him before, and did not notice him on board the ship before. He could also recognize the two men who ordered him out of the pantry, but he did not see any other sufficiently well to identify them in the future. After handing over the property to the chief, through the boatswain, he (witness) asked the chief what they intended to do. They replied that when they had taken all the money they could get out of the ship they would leave him at 3 p.m. The chief engineer asked him to leave the ship as soon as possible so that they could get back to Hongkong and have the wounded attend to. The boatswain, who was a Chinese, said that the chief and second engineer, who had shot wounds in the left arm—both shot in the wrist. The chief did not reply to the chief engineer, but told the boatswain to tell them that anyone attempting to escape from the room would be shot at once, but that by maintaining tranquillity further harm would not come to them. The chief and his associates then left, post-guard of four or five men who patrolled their place of imprisonment. The next thing they heard was the noise of Chinese passengers being driven on deck and sent down to the saloon. The Chinese, being driven about and the noise of the boatswain and spilling while he looked about half an hour by which time they had driven away as they wanted into the saloon. The noise of smashing up boxes continued up to dark, about 3 or 4 more hours. Just before dark, about 6 p.m., he heard the pirates shouting out to the firemen to "raise the engines." The ship was eased down to four or five knots from 9 to 10 knots per hour, at which speed she had been going ever since the attack commenced. About 8 o'clock witness heard the boatswain shouting "Boatswain! Boatswain! Boatswain!" and witness saw two junks come alongside the *Namoo* in the starboard side. The boatswain must have been about 7 p.m. at the same time he saw the junks come alongside the ship and saw the boatswain. They were Hong-

kong fishing junks; two masted. He could not see their numbers. He knew they were Hongkong junks by their build and rig. At the same time, he could just discern, and on the starboard side and ahead. They were then heading about N.N.W., but he could not make out the ship's position. The pirates then proceeded to pass all their plunder into the junks, consisting of buckets and baskets full of dollars and bundles of Chinese clothing. The guard round the cabin took no part in the proceedings. While the transfer of booty was taking place the guard rattled their revolvers up and down the venetian windows, just to show us that they were on the *qui vive*. The transfer of the booty occupied an hour and a half. It was, therefore, transferred on both sides of the ship, and into the four junks. The pirates then gave very heavy boxes. As soon as the junks had taken on board all they wanted they left the ship. "This is to say each one left when loaded. Before the last junk left the pirates let go the *Namoo's* anchor, while another party of pirates came on to the saloon and put out a light, which the passengers there had lighted, and shut down the skylight. He knew they put the lamp out because he heard the noise of the lamp being smashed, and its reflection on the venetian of the Captain's cabin window disappeared at that same moment. The pirates then ordered the firemen to draw the boiler fires, and a few minutes later the whole of the ship was in the last remaining junk. The cabin guards were the last to depart. After the junk had got well away the 3rd engineer and himself got through one of the windows and opened the cabin door. The pirates had nailed up the door with pieces of wood. They knew when the pirates had gone by a quartermaster coming aft and telling them. As soon as they got out of the room he requested the chief engineer to see that the engines were all right and to get up steam with the utmost efficiency. Personally, witness went forward to make preparations for slipping the cable. As soon as he had directed the 2nd officer in that connection he (witness) inspected the compass and steering gear, which were in good order. He then noticed that it was 8:45 p.m. That was about 10 minutes after getting out of the cabin. About 9 minutes to 9 the chief engineer reported, "engines all right, sufficient steam up to proceed with." The 3rd engineer gave orders for the cable to be slipped and the engines to be run "full speed ahead." He caused the cable to be slipped because he wanted to save time, and he afterwards found that he could not have lifted the anchor as for the messenger chain, by which it was hove up, had been cut in two places. He found the mast-head, port and starboard lights, binnacle, lamps and several cargo lamps were missing from their places, and he had probably been thrown overboard. Witness did not see Mr. Petersen was dead about 10 minutes after starting. Before starting witness tried to make out the land and verify the ship's position. It was a starlight night. The ship was heading north and he could make out land ahead and on the starboard side. The land ahead was about 3 to 4 miles distant and the land on the starboard side about half a mile off. The land on the starboard side was the Isle of Mendocino. That island was 4½ miles from Hongkong. The land ahead was the mainland of China. As soon as the cable was slipped he went full speed for Hongkong, but it being a cloudy, thick night he turned back after making Cape D'Aguilar light, and then about about 10 p.m. with all the passengers and officers on board, with the exception of the Captain, who was dead, a European passenger who was also shot, and a Malay quartermaster who was either thrown or chased overboard. The murders had been committed in the early part of the attack. Mr. Petersen's body was found on the upper deck, aft, by the second officer, who reported to him (witness) on the bridge. He was a first-class passenger of German nationality, and was a lighthouse-keeper in the Service of the Chinese Government. When he came aft, off the bridge, in the morning, he saw the body of Petersen lying on the main deck, and he saw a book containing a criminal case as introduced and he identified the man who was on guard on the companion and who fired at him, witness. He was the man whom he also saw through the venetians. He next identified the man who was on the port side of the companion. He further identified a man who was on the starboard side of the Captain's cabin. He was prepared to swear, positively, and did swear, that the photos pointed out were the likenesses of four of the pirates. He could not see who fired the shot at the Captain. He did not see any one killed. He was not, himself, wounded. (Witness then shown another book of photos of criminals, and said he could not identify that any of those photos were portraits of the pirates. Again shown a book of photographs, witness said he identified the photo of one man, which was the same as one of the photos in the first book inspected by him. Mr. George Moffat, Wales, a missionary of Amoy, said he was amongst the first-class passengers on the *Namoo*, on the 10th instant. He went down to tiffin at 1 o'clock and after finishing the first course he heard shots fired on deck, and so he hid behind a state-room door. At that time he saw the pirates on the companion ladder, shooting into the saloon. They were firing some time. The Captain, through the state-room door, saw the pirates what they wanted. The firing then ceased and the Captain went up on deck upon the understanding that he would not be shot. While the Captain was parleying with them, he (witness) came out of his cabin and saw the Captain going up stairs. He had hardly got up stairs when the report of fire-arms was distinctly audible from the direction of the Captain's cabin. A few minutes later, in consequence of a message from the pirates to the effect that they would spare their lives if they all went up into the Captain's cabin, he went up and was shot in the head. He was lying on his bed, dying. He said "my poor wife, once or twice." As soon as all of them (the passengers) were put in the Captain's cabin the pirates closed the door. He remained in the cabin until about 5 p.m. There were 9 others in the cabin besides himself. From the cabin he could see nothing of what was going on outside. He (witness) was not wounded. He lost a gold watch and chain and about \$8 in gold. His valuables were delivered up on the demand of the pirates. One of the pirates opened the door and demanded that all prisoners should give up their valuables. He could not identify the pirate who made the demand for the valuables. He saw no distinctive mark on the pirate, but he may have had a mark nevertheless, for they were crowded in the Captain's cabin and he could not see the men clearly. The saloon was full of smoke, and stench, caused by the stink-pots (knott-pots) and revolver shots. The stink-pots were full of sulphur. The stink-pots were about six inches in length and some four inches in thickness. They seemed to burn up only. They were not lit, but they were full of sulphur. He saw a special information that he would like to give. He was a very misanthropic, but would not speak Chinese. There was a considerable noise and confusion all the time. They might all have been under the control of one man for all he knew. As far as he could judge it was a very well organized attack.

Mr. A. K. Chandler, a clerk in Messrs. Watson and Co's firm, said he was a first-class passenger on board the *Namoo* on the 10th instant. He was in the saloon at 1 o'clock. He saw the Captain, chief officer and Mr. Wales were seated at table about 10 minutes he heard a regular stampee, fearful yells and several shots fired off. He got up and was about to go on deck but being fired on in the companion way he was forced to beat a retreat and go into the bath-room to take cover. He was stopped for about 10 minutes. During that time the pirates threw down a lot of things like stink-pots, into the saloon—at least half-a-dozen of them. They were lighted and thrown down, and exploded in the saloon. They also fired shots into the saloon, but did not hit anyone. He left the bath-room when the second officer, boatswain and several pirates came down into the saloon and told him that if he would come up into the Captain's cabin they would spare his life. He went up into the Captain's cabin, with the other passengers and was shut in by the pirates. The pirates were all dressed like coolies with the exception that they had a red string or rag in their girdle. One of their revolvers was attached to a string. The chief had a cutlass as well as revolver. He saw the Captain was dying when he got into his room. He had a wound in the right breast and was conscious at that time. The chief officer and chief engineer were in the Captain's cabin. The Captain told him to say "good by" to his wife, should he never see her again. The other doors of the Captain's room were shut and fastened. The Captain died at 20 minutes past 2 o'clock, precisely. He did not say how he came to be shot and did not appear to suffer much pain being in a semi-comatose state. His lips were wetted with water by the chief engineer. Water was passed into the Captain's cabin in a tin pan, by one of the ship's crew. After that the Captain was "rushed" away below. He passed the water in through a side door of the Captain's cabin. Witness did not know whence the water was obtained. The pirates did not try to prevent him from handing in the water. He was about 7 hours in the Captain's cabin—that was about ten minutes to nine p.m. During the whole of that time he was shut off from all communication from the outside. He found the cabin was in a horrible state in the morning, and his (witness's) cabin had been ransacked. Some of his clothing was missing, but he could not say so for certain. His portmanteaux were there, in the cabin, but the contents of them was strewed all over the place. He put his watch in his trouser's pocket, before going on deck, and managed to conceal it. That was how he was able to state the time of occurrences with accuracy. While in the Captain's cabin he could not see anything that was going on. A great noise was going on all the time, and some firing as well. He thought he could identify some of the pirates. He could identify the two men who fired at him when he was coming up the companion. A third man, who was standing outside the door of the Captain's cabin, he could also identify, for he saw him distinctly through the venetian in the said cabin door. He had been shown a book of photos by the police. At this point in the proceedings witness produced a book containing a criminal case as introduced and he identified the man who was on guard on the companion and who fired at him, witness. He was the man whom he also saw through the venetians. He next identified the man who was on the port side of the companion. He further identified a man who was on the starboard side of the Captain's cabin. He was prepared to swear, positively, and did swear, that the photos pointed out were the likenesses of four of the pirates. He could not see who fired the shot at the Captain. He did not see any one killed. He was not, himself, wounded. (Witness then shown another book of photos of criminals, and said he could not identify that any of those photos were portraits of the pirates. Again shown a book of photographs, witness said he identified the photo of one man, which was the same as one of the photos in the first book inspected by him. Mr. George Moffat, Wales, a missionary of Amoy, said he was amongst the first-class passengers on the *Namoo*, on the 10th instant. He went down to tiffin at 1 o'clock and after finishing the first course he heard shots fired on deck, and so he hid behind a state-room door. At that time he saw the pirates on the companion ladder, shooting into the saloon. They were firing some time. The Captain, through the state-room door, saw the pirates what they wanted. The firing then ceased and the Captain went up on deck upon the understanding that he would not be shot. While the Captain was parleying with them, he (witness) came out of his cabin and saw the Captain going up stairs. He had hardly got up stairs when the report of fire-arms was distinctly audible from the direction of the Captain's cabin. A few minutes later, in consequence of a message from the pirates to the effect that they would spare their lives if they all went up into the Captain's cabin, he went up and was shot in the head. He was lying on his bed, dying. He said "my poor wife, once or twice." As soon as all of them (the passengers) were put in the Captain's cabin the pirates closed the door. He remained in the cabin until about 5 p.m. There were 9 others in the cabin besides himself. From the cabin he could see nothing of what was going on outside. He (witness) was not wounded. He lost a gold watch and chain and about \$8 in gold. His valuables were delivered up on the demand of the pirates. One of the pirates opened the door and demanded that all prisoners should give up their valuables. He could not identify the pirate who made the demand for the valuables. He saw no distinctive mark on the pirate, but he may have had a mark nevertheless, for they were crowded in the Captain's cabin and he could not see the men clearly. The saloon was full of smoke, and stench, caused by the stink-pots (knott-pots) and revolver shots. The stink-pots were full of sulphur. The stink-pots were about six inches in length and some four inches in thickness. They seemed to burn up only. They were not lit, but they were full of sulphur. He saw a special information that he would like to give. He was a very misanthropic, but would not speak Chinese. There was a considerable noise and confusion all the time. They might all have been under the control of one man for all he knew. As far as he could judge it was a very well organized attack.

The Hongkong Telegraph.

N^o. 2721.

THURSDAY, DECEMBER 18, 1890.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000.

LONDON:

Head Office, 40, Threadneedle Street.
West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT.
Bills and Sells Bills of Exchange.
Issues Letters of Credit, forwards Bills for
Collection, and Transacts Banking and
Agency Business generally, on terms to be agreed
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
ON CURRENT DEPOSIT ACCOUNTS
at 2 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £1,000,000.
RESERVE FUND £1,000,000.
RESERVE LIABILITY OF £1,000,000.
PROFITABLE OF £1,000,000.

CHARTERED DIRECTORS:
CHAIRMAN—H. L. DALRYMPLE, Esq.
DIRECTORS: CHURCHMAN, J. S. MOSES, Esq.
T. E. DAVIES, Esq. A. MC CONACHIE, Esq.
W. H. FORBES, Esq. S. C. MICHAELSEN, Esq.
H. HOPKINS, Esq. L. POSENER, Esq.
Hon. J. J. KESWICK, Esq. D. R. SASSOON, Esq.

CHIEF MANAGER,
HONGKONG—T. JACKSON, Esq.
MANAGER,
SHANGHAI—JOHN WALTER, Esq.
LONDON BRANCHES—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per Cent. per Annum on the
daily balance.

ON FIXED DEPOSITS:
For 12 months, 5 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 3 months, 3 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.
DRAFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.

HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK
will be conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION, on their premises in
Hongkong, Business Hours on WEEK-
DAYS, from 10 to 12 SATURDAY, 10 to 11.
2.—SUMS LESS THAN £1, or MORE THAN
£250 at one time will not be received.
No Depositor may deposit more than £250
in any one week.

3.—DEPOSITORS in the SAVINGS BANK,
having £100 or more at their credit, may
transfer the same to the HONGKONG
AND SHANGHAI BANKING
CORPORATION on fixed deposit for 12
months at 4 per Cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 per
annum will be allowed to Depositors on
their daily balances.

5.—EACH DEPOSITOR will be supplied with
a PASS-BOOK, which must be presented
with each payment or withdrawal.
Depositors must not make any entries
themselves in their PASS-BOOKS, but should
ask the teller to write on at least twice a year,
about the beginning of January or
beginning of July.

6.—CORRESPONDENCE as to the Business
of the Bank, may be sent to HONGKONG
AND SHANGHAI BANKING
CORPORATION, or to the HONGKONG
AND SHANGHAI SAVINGS BANK, which will
be forwarded free by the various British
Offices in Hongkong and China.

7.—ATTENTION ALWAYS may be made on demand,
but the personal attendance of the
Depositor or of his duly appointed Agent, for
the production of his PASS-BOOK, are
necessary.

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL £5,000,000.
PAID-UP CAPITAL £2,500,000.
RESERVE FUND £2,500,000.

BOARD OF DIRECTORS.
Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Vice-Chairman.

LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

BANKERS,
THE HONGKONG & SHANGHAI
BANKING CORPORATION.

MONEY advanced on Mortgage, on Land,
and Buildings.
Properties purchased and sold.
Estates Managed and all kinds of Agency and
Commission business relating to Land, etc.,
conducted.
Full particulars can be obtained at the Com-
pany's Office, No. 11, Queen's Road Central.
A. SKEELTON HOOVER,
Secretary.

Intimations.

KELLY & WALSH, LD.

AGENTS IN HONGKONG AND CHINA FOR THE

"MERRITT" TYPE WRITER,
PRICE \$200.

ALTHOUGH the "Merritt" cannot be manipulated so rapidly as the "Remington,"
"Hammond" and other high priced machines, a fair rate of speed may be obtained with
a little practice, whilst the work produced is just as effective and the cost nearly one eighth of
that of its competitors.
There is nothing to learn, the mechanism is of the simplest kind; and it is almost impossible
to get out of order. COMPLETE for \$20. It may be seen at work at our store.
Received per English Mail, Christmas Numbers of the "Graphic," "Illustrated London
News," "Illustrated Sporting and Dramatic News," "Yule Tide," "Ladies Pictorial," "Pictorial
World," "Arrowsmith's Magazine," "Art Annual," "N.B.—The Pictures are not spoiled by
crushing.

BOOKS OF THE DAY.
General Booth's "In Darkest England,"
Froude's "Life of Lord Beaconsfield,"
Calcutt's "Pictorial India,"
Marion Crawford's "A Cigarette Maker's Story,"
A few copies of each of the above, are to hand by the mail, and large supplies ordered in
anticipation, will be here shortly. Orders should be sent in to us early.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 10th December, 1890.

CHAMPAGNES.
CLARETS.
BURGUNDIES.
PORTS.
ESTD. 1864.
Best brands—choice vintages.

CALDBECK, MACGREGOR & CO.,

Hongkong—13, Queen's Road.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

NEW HATS.
CHRISTY & HEATH'S Black, Brown and Grey FELT HATS.
DOUBLE and SINGLE TERA and other SOFT FELTS.
Best English-made STRAW HATS.
LADIES' FELT HELMETS and
CALCUTTA PITH HATS.
TWEED CAPS.

Hongkong, 28th July, 1890.

ROBERT LANG & CO.,

CHRISTMAS, 1890!!

CHRISTMAS AND NEW YEAR PRESENTS.

NEW ELECTRO-PLATED SILVER WARE.
FANCY GLASS AND CHINA.
FANCY LEATHER GOODS.
MENU and GUEST CARDS.
NEW TABLE LAMPS.
PIPES and CIGAR HOLDERS.
CHILDREN'S CARDS.
NEW IN-DOOR GAMES.

CHILDREN'S TOYS.

Christmas Decorations.

A QUANTITY OF THE LATEST NOVELTIES SUITABLE FOR PRESENTS.

CHRISTMAS DELICACIES.
New Season's PUDDING FRUITS IN BULK.
SOUPS:—Real Turtle, &c. &c.
FISH of all kinds.
GAME and other Patties.
TONGUES in Canvas and Tins.
Apples, Sausages, and Onion Stuffs, Potted Meats, Canned Peas, Currants, Raisins, Spices,
Curries, Chutneys, French and English Vegetables, assorted Pickles, Flavoured
Jellies, Orange and Rose Flower Water, Celery in Juice,
Horse-radish, &c. &c.

DESSERT FRUITS.
METZ FRUITS and DATES.
NEW SEASON'S
MUSCATELS, SYMRA FIGS, APPLES, ELVAS PLUMS, PRUNES,
DRIED APRICOTS and PEACHES.
NUTS:—Almonds in Shell, Brazil, Filberts and Barbecoons.

PLUM PUDDINGS and MINCEMEAT.
CHRISTMAS CAKES.

Finest Selected YORK HAMS.
WILTSHIRE-CURED STREAKY BACON and BATH CHAPS.
GORGONZOLA, CHEDDAR, and STILTON CHEESE.

"CHRISTMAS" AND ASSORTED
BISCUITS.
ICE WAFERS, SHORT-BREAD.

FRENCH and ENGLISH CONFECTIONERY.
FANCY CHOCOLATE and CHOCOLATE CREAMS.
FANCY BONBON BOXES.

COSQUES.
WINES, SPIRITS, LIQUEURS, BEERS, &c.
Our usual Assortment of First-class Brands,
AYALA & Co's EXTRA DRY CHAMPAGNE.

LANE, CRAWFORD & CO.

Hongkong, 13th December, 1890.

PIANOS
ON
HIRE.

A. HAHN.

GRAND CHRISTMAS SHOW
OF
TOYS and other useful PRESENTS.
XMAS-TREE-DECORATIONS.
SWEETS and BONBONNIERES,
&c. &c.
Prices very moderate.
No. 2, PEDDER'S STREET.
Quality Superb.
Open daily (Sundays excepted) from 9 A.M. to 10 P.M.

Hongkong, 16th December, 1890.

Auctions.

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, AND
FANCY GOOD.

THE Undersigned has received instructions
to Sell by Public Auction on
SATURDAY,
the 20th December, 1890, commencing at 2.30
p.m. sharp, at his Sale Rooms,
Duddell Street.

A QUANTITY OF
HOUSEHOLD FURNITURE,
Comprising:—
DRAWING ROOM SUITE, SILK
TAPESTRY COVERED, Marble-top TABLES,
Marble-top CONSOLE, TABLE and GLASS,
PICTURES, MIRRORS, PINOS,
EXTENSION DINING TABLE & CHAIRS,
SIDEROAD with Mirror-back, PLATED,
GLASS and CROCKERY-WARE, CUTLERY,
etc., etc.

Single and Double IRON BEDSTEADS
with Patent WIRE MATTRESSES, Single and
Double WARDROBES with plate glass front,
Marble-top WASHING STAND and DRESS-
ING TABLES, BED-ROOM FURNITURE,
&c., &c.

An Invoice of very fine BOHEMIAN
DECORATED GLASS WARE, comprising
LIQUOR SETS, TOILET SETS and other
ORNAMENTS.

OTHER FANCY GOODS.
The above will be on view on Friday P.M.
TERMS OF SALE:—Cash on delivery.
G. R. LAMBERT,
Auctioneer.

Hongkong, 15th December, 1890.

Masonic.

VICTORIA CHAPTER,
No. 525.

THE FIRST REGULAR MEETING of the
District Grand Chapter of Hongkong and
South China will be held in the FREEMASONS'
HALL, Zeland Street, TO-MORROW, the 19th
instant, at 8.30 for 9 P.M. precisely.

All Royal Arch Masons, Members of this
Chapter, are cordially invited to attend.
Hongkong, 16th December, 1890.

ZETLAND LODGE,
No. 525.

AN EMERGENCY MEETING of the above
LODGE will be held in FREEMASONS'
HALL, Zeland Street, on SATURDAY NEXT,
20th instant, at 8.30 for 9 P.M. precisely.

Visiting Brethren are cordially invited.
Hongkong, 15th December, 1890.

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FOKIEN,"
Captain Roach, will be despatched for the
above Ports, TO-MORROW, the 19th instant,
at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS, LAURIE & Co.,
General Managers.

Hongkong, 17th December, 1890.

FOR NAGASAKI (DIRECT).
THE Steamship

"RIVERSDALE,"
Captain Money, will be despatched as above,
TO-MORROW, the 19th December, at DAY-
LIGHT.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 17th December, 1890.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND
ADELAIDE.
(Calling at TIMOR, PORT DARWIN, and QUEEN-
SLAND PORTS, and taking through Cargo to
NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"MENMUIR,"
Captain Craig, will be despatched for the
above Ports, on MONDAY, the 22nd instant, at
4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 11th December, 1890.

STEAM TO STRAITS AND BOMBAY.
(Calling at Colombo if sufficient Inducement
offers).

THE P. & O. S. N. Co's Steamship
"THERAN,"
Captain C. D. Sans, R.N.R., will leave for the
above places, on WEDNESDAY, the 24th
instant, at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 16th December, 1890.

THE CHINA SHIPPERS' MUTUAL STEAM
NAVIGATION COMPANY, LIMITED.

FOR LONDON.
THE Company's Steamship
"OANFA,"
W.S. Thomson, Commander, will be despatched
as above, on the 19th inst.

For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.

Hongkong, 15th December, 1890.

Shipping.

STEAMERS.

UNION LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship
"GUY MANNERING,"
Captain Ford, will be despatched for the
above port, on or about the 15th January, 1891.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 17th December, 1890.

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 L. I. American Ship
"SEA WITCH,"
Thibbets, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Agents.

Hongkong, 3rd November, 1890.

Canada.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM
HONGKONG, 1890.
(Subject to Alteration).

ABYSSINIA, SUNDAY Dec. 1st.
PARTHIA, TUESDAY Dec. 30th.
RATAVIA, SUNDAY Jan. 25th.

THE Steamship

"ABYSSINIA,"
Captain Williamson, R.N.R., sailing, at NOON,
SUNDAY, the 21st December, will proceed to
VANCOUVER, via INLAND SEA, KOBE,
and YOKOHAMA.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria \$110.00
To Port Townsend, Seattle, Tacoma \$110.00
To Portland, Oregon \$120.00
To Winnipeg, Minneapolis, St. Paul \$150.00
To Chicago, Kansas City, Milwaukee \$175.00
To St. Louis, Detroit, Cincinnati \$180.00
To Hamilton, Kingston, London (Ont.)
Ottawa, Toronto, Montreal, New
York, Albany, Buffalo, Niagara
Falls, Baltimore, Philadelphia and
Washington \$250.00

To Quebec, Boston, Portland (Maine) \$205.00
To Halifax, St. John's \$105.00
To Liverpool \$375.00
To London, via Liverpool \$375.00
To Paris and Bremen \$345.00
To Havre and Hamburg \$345.00

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials.

Return Tickets.—First and second class only.
Prepaid return tickets to Pacific Coast Ports,
and to Eastern and Interior Ports of Canada
and U.S.A. will be granted, available for—
6 months at 25 per Cent. off Return Fare.

A \$5 per Cent. discount on the above fares
(Time is reckoned from date of landing to
date of re-embarkation at Vancouver).

Passengers to Pacific Coast Ports and to In-
terior and Eastern Ports of Canada and U.S.A.
not holding prepaid return tickets but who re-
march within 12 months from date of landing
at Vancouver will be allowed 10 per Cent. off
the return fare.

Prepaid return tickets to European points will
be issued, available for 12 months at double
fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to
Japan, Pacific Coast Ports, and to Canadian
and United States Ports.

Consular invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of D. E. Brown, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with
address marked in full by 5 P.M. on the day
previous to sailing.

For further information as to Passage or
Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 16th December, 1890.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN,
ISMAILIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES, BRIN-
DISI, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

M.B.—CARGO can be TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERIAN
GULF PORTS, MARSEILLES, TRIESTE, HAM-
BURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"THAMES," Captain W. A. Seaton, with Her
Majesty's Mail, will be despatched from this
for LONDON, via BOMBAY & SUEZ CANAL
on THURSDAY, the 25th inst., at NOON.

Cargo will be received on board until 4 P.M.
Parcels and Specie (Gold) at the Office until
4 P.M. on the day before sailing.

Silk and Valuable for Europe will be
transhipped at Colombo. General Cargo for
London will be conveyed via Bombay without
transhipment, arriving one week later than by
the ordinary direct route via Colombo.

Tea will be sent either via Bombay or
Colombo, according to arrangement.

For further particulars regarding FREIGHT and
PASSAGE apply to the PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.
Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 104, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 15th December, 1890.

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
via
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"OCEANIC,"
will be despatched for San Francisco, via
Yokohama and Honolulu, on FRIDAY, the 19th
December, at 3 P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
arrive in full; and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return 393.75
To Liverpool 325.00
To London 332.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per Cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage or
Freight, apply to the Agency of the Company,
No. 104, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 15th December, 1890.

NORDDOOTSCHER LLOYD.

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND CARGO.

M.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 21st day of December,
1890, at 11 A.M. the Company's Steamship
"SACHSEN," Captain K. V. Giesche, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port for above Calling at Genoa.

Shipping Orders will be granted till Noon.
Cargo will be received on Board until 4 P.M.
Specie and Parcels until 2 P.M. on 20th
December. (Parcels are not to be sent on Board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

The Steamers has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 24th November, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO,"
will be despatched for SAN FRANCISCO, via
YOKOHAMA, on TUESDAY, the 6th January,
1891, at 2 P.M., taking Passengers and Freight for
Japan, the United States and Europe.

